

REMARKS

Applicants thank the Examiner for the thorough consideration given the present application. Claims 1, 2, 6-10, 14-16, 19 and 20 are currently being prosecuted. The Examiner is respectfully requested to reconsider the rejections in view of the amendments and remarks as set forth below.

REJECTION UNDER 35 U.S.C. § 112, FIRST PARAGRAPH

The objected to subject matter has been removed from claims 1 and 9. Accordingly, it is respectfully requested this rejection be withdrawn.

REJECTIONS UNDER 35 U.S.C. § 103

Independent claims 1 and 9 include a combination of elements and have been amended to include features similar to that as recited in dependent claims 3, 5 and 17. For example, independent claim 1 has been amended to clarify that the secondary air supply passage includes a substantially vertical hole and a substantially horizontal hole disposed in a cylinder block and said cylinder head for communicating with the exhaust port, the cylinder head is mounted on said cylinder block and said substantially vertical hole and the substantially horizontal hole disposed in the cylinder block and the cylinder head are in communication with each other and with the exhaust port, the engine includes a crankshaft, a longitudinal axis of the crankshaft being disposed on a front to rear direction, said cylinder block and said cylinder head are inclined toward a left side of the crankshaft, and the valve is disposed on a left surface of the cylinder head. Independent claim 9 includes similar features in a varying scope.

These features are supported at least by Figures 2 and 5 and the corresponding description in the present application. For example, Figures 2 and 5 illustrate the the secondary air supply passage includes a substantially vertical hole 52 and a substantially horizontal hole 53 disposed in a cylinder block 10 and said cylinder head 11 for communicating with the exhaust port 32, the cylinder head 11 is mounted on said cylinder block 10 and said substantially vertical hole 52 and the substantially horizontal hole 53 disposed in the cylinder block 10 and the cylinder head 11 are in communication with each other and with the exhaust port 32, the engine includes a crankshaft 6, a longitudinal axis of the crankshaft 6 being disposed on a front to rear direction, the cylinder block 10 and the cylinder head 11 are inclined toward a left side of the crankshaft 6, and the valve is disposed on a left surface of the cylinder head 11.

The Office Action doesn't reject dependent claim 17 over any applied art. However, it is respectfully submitted the applied art does not teach or suggest the features recited in independent claims 1 and 9.

Accordingly, it is respectfully submitted independent claims 1 and 9 and the claims depending therefrom are allowable.

Further, it is respectfully submitted the other rejections noted in the Office Action have also been overcome as the claims rejected therein are dependent claims and Hori et al. also does not teach or suggest the features recited in the corresponding independent claims 1 and 9.

In addition, it is respectfully requested this amendment be entered as it is believed no new issues have been raised. That is, claim 17 was not rejected in the Office Action and has been amended to be incorporated in independent claims 1 and 9.

CONCLUSION

In view of the above remarks, it is believed that the claims clearly distinguish over the patents relied on by the Examiner, either alone or in combination.

Should there be any outstanding matters that need to be resolved in the present application, the Examiner is respectfully requested to contact David A. Bilodeau Reg. No. 42,325 at (703) 205-8072, to conduct an interview in an effort to expedite prosecution in connection with the present application.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies to charge payment or credit any overpayment to Deposit Account No. 02-2448 for any additional fees required under 37.C.F.R. §§1.16 or 1.14; particularly, extension of time fees.

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